

2 KILLED; MANY HURT IN AUTO ACCIDENTS

Women and Children Among
Victims of Series
of Mishaps.

MOTORCYCLIST IS KILLED

Crashes Into Motor Car. While
He Is Going at Fifty
Miles an Hour.

In the series of automobile accidents that marked the week end one man was killed at Douglaston, L. I., Saturday night while hurrying to help the volunteer fire fighters at a small blaze; another man was killed at North Haven, L. I., yesterday afternoon when his motorcycle crashed head on into an automobile; two women were thrown out of an automobile at Belmore, L. I., when the husband of one of them turned the car into a tree to avoid collision with another machine, and the collarbone of both women were broken; a man's leg was broken at Plainfield, N. J., when he stepped from behind a trolley car into the path of an automobile; a woman and her fifteen-month-old baby were thrown from an automobile in a collision at Plainfield and both were injured, and another woman and her five-year-old son were thrown out of an automobile at Broadway and Cortlandt street yesterday afternoon in a collision with a trolley car. Neither was much hurt.

Robert Schuetz, whose automobile struck and killed Francis Van Streeneburg, a retired cigar manufacturer of 196 Powers street, Brooklyn, at Douglaston, L. I., Saturday night, was paroled yesterday by the coroner. The coroner decided that the death was accidental and that Schuetz risked his own life in his efforts to avoid striking Van Streeneburg.

Schuetz is the son of the S. G. V. Motor Car Company and is a son of William Schuetz, a lumber merchant of 220 Fifth avenue, with whom he lives at Douglaston Manor. The young man was driving. He had a friend with him in the machine. There were no other witnesses to the accident.

Is Struck by Auto.

Mr. Van Streeneburg was running to a fire at Little Neck, Schuetz says, attempted to cross the road in front of the automobile. Schuetz says he was going at a moderate speed at the time. He turned his car sharply, running it into a hydrant, but in spite of the turn he knocked Van Streeneburg down and ran over him. Mr. Van Streeneburg died within an hour. Schuetz drove to the home of the coroner and surrendered himself.

Motorcyclist Killed.

Howard Bannister, 26 years old, of Sag Harbor, was struck and instantly killed by an automobile while riding a motor cycle at North Haven, L. I., yesterday. The automobile was owned by John Herbert, a New York lawyer living at Easthampton. Mr. Herbert and a friend, Arthur Flynn, were in the car. Arthur Flynn, Mr. Herbert's chauffeur, was driving.

Witnesses testified before coroner Robert G. Cornwall of Riverhead at the inquest yesterday afternoon that Bannister was taking a curve at between forty and fifty miles an hour on the North Haven road and was on the wrong side of the road. The automobile was making the turn in the opposite direction to Bannister's. Bannister's skull was fractured and both legs were broken. He was dead when they picked him up. He was engaged to be married to Miss Mary Edwards of Sag Harbor and the date of the wedding had been set for Thanksgiving eve. Coroner Cornwall ordered the arrest of Flynn, but after the inquest released him and announced that the evidence showed that he had not been at fault.

Steps Into Path of Car.

Herman Mack of 21 Somerset street, Plainfield, N. J., stepped from behind a trolley car near his home yesterday afternoon directly in the path of an automobile owned and driven by Augustus W. Holman of 114 West 14th street, Irvington, N. J. One of his legs was broken. He was taken to the Muhlenberg Hospital and Mr. Holman was ordered to appear in the Plainfield city court today.

Mrs. A. H. Holman, 32 Gordon street, Perth Amboy, and her fifteen-month-old baby were thrown from an automobile in Seventh street, Plainfield, yesterday afternoon struck by a machine owned and operated by John P. Lewis of East Fifth street. The baby received a bad scalp wound and Mrs. McDowell suffered from shock. Mr. McDowell was not injured.

An automobile owned and driven by S. Carlson of 548 Seventy-fourth street, Brooklyn, was struck by a southbound Broadway car at it was crossing the street at Cortlandt street yesterday afternoon. Mrs. Carlson and her five-year-old son Rollin were thrown to the pavement, but neither was much hurt. The automobile was tossed into a two foot excavation, where it stuck for an hour, blocking traffic on both uptown and downtown car tracks, before an emergency crew got it out.

An automobile driven by its owner, R. A. Jenins, of 240 Ninth street, Mount Vernon, ran into the rear platform of a South Beach trolley car at Stapleton, Staten Island, last night. Mrs. Jenins was thrown against the windshield and badly cut.

ONE KILLED IN AUTO COLLISION.

Four Badly Injured in Crash Near Brooklyn, Ohio.

CLEVELAND, Sept. 14.—One man was killed and four injured when the automobile of Horace Geminier, a wealthy farmer of Parma, Ohio, was struck by another car on Broadway road, two miles south of Brooklyn, this afternoon.

The man killed to-day was Gustavus Weber, 47 years old, farm manager for Geminier. The latter's cousin, Ollie Stuehling, 18 years old, of Breckville in Grace Hospital with a fractured skull and internal injuries which are expected to cause his death. The others injured are Horace Geminier, Miss Bertha Stuehling, a sister of Ollie Stuehling, and Silas Bowman, 17 years old.

WOMAN DEAD, MAN DYING.

Four in Auto Wreck When Car Hits Tree in Darkness.

Boston, Sept. 14.—Mrs. Francis Lawrence, a layman entertainer, died at the Deaconess Hospital in Concord this

A REPETITION

FOR more than a quarter century we have published these bits of wisdom for real estate owners.

What follows we have said many times before, but we say it again because it is in the heart of the whole matter.

When you buy real estate let our attorneys draw or approve your contract before you sign it.

So much trouble can be saved and the title insurance fee covers the cost of it.

TITLE GUARANTEE AND TRUST CO.

Capital . . . \$5,000,000
Surplus (all earned) 11,000,000
176 Broadway, N. Y. 178 Nassau St., N. Y.
250 Fulton St., Jamaica.

afternoon and Grant Tower, a Boston advertising man, is believed to be fatally injured as the result of being thrown from an automobile in Concord early yesterday.

Mr. Lawrence, the least injured of the party of four, left the hospital when his cuts and bruises had been attended to. The automobile was driven on its way to Boston. It was driving on a motor cycle, she was fatally hurt at Mount Carbone and died three hours afterward. She was thrown off the motorcycle in a collision with a bicycle and her skull was fractured.

Miss Schrier took her seat on a motorcycle with Frank Greenwalt, of about the same age.

"Oh, yes, I don't expect to come back alive," was the reply.

Greenwalt is prostrated as the result of the accident.

KILLED AS SHE PREDICTS.

Pennsylvania Girl Loses Her Life While Motorcycling.

POTTSVILLE, Pa., Sept. 14.—An hour after Miss Beattie Schrier, aged 23, jokingly predicted that she would not come back alive from a ride on a motorcycle, she was fatally hurt at Mount Carbone and died three hours afterward. She was thrown off the motorcycle in a collision with a bicycle and her skull was fractured.

Miss Schrier took her seat on a motorcycle with Frank Greenwalt, of about the same age.

"Oh, yes, I don't expect to come back alive," was the reply.

Greenwalt is prostrated as the result of the accident.

SERVICE FOR BOY SCOUTS.

300 Parade to Cathedral of St. John the Divine.

Three hundred American Boy Scouts in five battalions marched to the Cathedral of St. John the Divine yesterday afternoon to attend a special service arranged by the Rev. Dr. William M. Grosvenor.

The boys gathered in West End avenue between 100th and 102nd streets at 2:45 o'clock. Major-General Edward A. McAlpin, Chief Scout of the national organization, and his staff, including Adjutant-General Major Willis J. Phisic, Major Thomas Jackson, Major L. E. Trimm, Major Samuel H. Owen, Major H. Smith and Capt. P. T. Mason, headed the parade to the church.

The organizations in the parade included the McKinley Battalion of Brooklyn, the First Alexander Battalion of Manhattan, the Second Naval Battalion of Brooklyn, the Mount Olivet Battalion of New York and the Old Glory Troop of Both Beach. There were scattering members of other organizations.

The service in the Cathedral began at 4 o'clock. The Subway Band played with the organ in accompanying the hymns. Dean Grosvenor read the lessons. Canon F. J. McGee, rector of St. Margaret's Church in the Bronx and himself an officer in the Boy Scouts, preached the sermon. It was a plea for the discipline and self-control learned in the organization, and the everyday affairs of life. Ward Law, one of the boy sopranos of the Cathedral choir, sang the solo in the offertory anthem.

After the service the boys marched back to the starting point and there were dismissed.

DIDN'T STEAL, SAYS SMITH.

Roosevelt Banker Hints He May Have Erred to Help Friends.

NEWARK, Sept. 14.—With the surrender of Raymond E. Smith, the secretary-treasurer of the Roosevelt Trust Company it is now believed that the tangled affairs of the wrecked bank will be speedily adjusted. Smith, who was released in \$15,000 bail by Judge Osborne early this morning, has offered to lend his aid to the bank examiners in their work in connection with the bank's affairs, and he will probably be at the bank to-morrow morning.

While it was expected that Smith might implicate others there were no further developments to-day. In talking with some of his friends Smith said that he received no personal benefit from any of the questioned transactions. Prosecutor Hood will go before the Grand Jury this week with Smith's case.

Before leaving the bank with Attorney Lum, after getting bail, Smith made the following statement:

"At the time of my departure some four weeks ago I had no thought or realization that the bank was in such a bad shape as I have since heard. I have been with friends in south Jersey and Delaware, and I have had no word or news from any paper until a couple of nights ago."

"I make the statement, and I believe the future will prove it, that I have never directly or indirectly stolen one cent nor used one cent of the bank's money for my own individual ends and purposes. I have never lived extravagantly as the reports have stated."

"If it shall later appear that I have made mistakes, perhaps serious ones, in the efforts and endeavors to help my friends it will perhaps be my turn to suffer for it, and I shall try to take my medicine like a man."

FIVE TOO HAPPY TO WED.

Four Brothers and Sister Pass Long Lives Without Marriage.

Pittsburg, Sept. 14.—Four brothers and one sister, all of whom are now in their 70s, have passed their lives almost to a conclusion without any one of them having married. They are celebrating the birthday of the oldest member of the family to-day.

The family consists of John Weigel, 74; John Weigel, 70; James Weigel, 75; Frederick Weigel, 70; and Thomas Weigel, 69. They live in the old farmhouse where they were born and where four generations of the Weigel family lived and died before them.

The Weigel family is wealthy and one of the most influential in south Beaver county. John Weigel, the head of the family, said to-night:

"No; we five never married. I am not saying we never had the opportunity, but we never had the mind that leads one to seek a life partner. We are happy because of our long association with one another. None of us would change if we could."

TRANSPORT LOGAN IN CYCLONE.

Sea Swept Her for Six Hours—Brought 207 Passengers.

SAN FRANCISCO, Sept. 14.—Badly battered by a cyclonic storm on September 2 the United States Army transport Logan arrived to-day. Capt. George H. Pierce, who for the last year had been master of the transport Dix, was put aboard the vessel at Nagasaki, but soon after died of apoplexy.

Passengers gave great credit to Capt. Williams and officers of the Logan for the manner in which they handled the big craft during the cyclone, which lasted six hours. The cabins on the starboard side were swept time after time by the sea, and the occupants, including women and little children, took refuge in companionways. The mission truck that supports the wireless equipment was snapped off.

The sea swept the bridge of the Logan. Officers were lashed to their posts of duty. The vessel rolled like a cork until all in the cabin were thrown overboard and loosened the rolling.

The Logan had 133 first cabin passengers and seventy-four in the second cabin. Among the Philippine officials were E. E. Eckman, Governor of Benguet province, and W. M. Gracey, Provincial Treasurer.

WIDOW ASKS HEARING TO CLEAR HER NAME

Mrs. Crawford, Accused of Killing Wealthy Husband, Fights Heirs-at-law.

ATLANTA, Ga., Sept. 14.—Burton Smith, attorney for Mrs. Mary Belle Crawford, charged with having poisoned her husband, Joshua B. Crawford, in Atlanta four years ago, after his heirs-at-law began litigation over his \$200,000 estate, has demanded of Solicitor-General Hugh E. Dorsey an immediate hearing by the Grand Jury of the murder evidence. Mr. Smith declares that his client wishes to clear herself of the murder charge against her before the civil proceedings, which were interrupted, are resumed.

The criminal charges were preferred against Mrs. Crawford by C. C. Crawford and other heirs-at-law of the estate of Joshua B. Crawford. These charges followed repeated efforts by relatives of Crawford to wrest the bulk of his large estate from his widow. Mrs. Crawford maintains that her husband died of pneumonia. Col. James, attorney for the Crawford heirs-at-law, has made a counterclaim that she poisoned her husband. He says that the testimony of Dr. H. F. Harris of the State Board of Health in refutation of the statement of Dr. J. W. Hurt will be corroborated. Dr. Hurt testified that he did not find any evidence of pneumonia. He said that the time he attended him, though the drug was found in his stomach after death by chemists. He also swore that Crawford died from pneumonia.

Dr. Harris, who testified that he examined the body after it had been exhumed in Carroll county and that he found no evidence of pneumonia. He said that as a professional opinion that death was not caused by any disease of the lungs. In corroboration of this testimony it is the purpose of Col. James to introduce half a dozen expert witnesses.

Col. James will divulge the name of only one of the experts, who will testify along the same lines as Dr. Harris. He is Dr. Griffin, physician of Carroll county, who was present when Dr. Harris examined the lungs of Crawford and who aided in that examination. Col. James said that Dr. Griffin testified that Crawford did not have pneumonia or any other disease of the lungs and that he found no traces of opium during his analysis of the stomach of the dead man.

In addition to the expert testimony refuting Dr. Hurt and sustaining Dr. Harris, Col. James said, "we will have other witnesses who will make statements of greater importance. We will introduce testimony that will prove beyond the least shadow of a doubt that Mrs. Crawford murdered her husband. We have unheated valuable evidence."

We hope to have the barber who is accused of being associated with Mrs. Crawford in the alleged plot to murder her husband, located by the time the hearing is held. We have traced Lumb all over the East and although we have no definite trace of him since he left New York after receiving a warning telegram from Atlanta, we are confident we are on the right track and will soon have him in custody."

Col. James ridicules Mrs. Crawford's statements that she is the victim of a conspiracy between the heirs-at-law and attorneys. He also expresses his confidence that the Grand Jury will consider Mrs. Crawford's case and return an indictment before the hearing of the will case is resumed.

Mrs. Crawford was married to Crawford while he was on a trip to Florida for his health. He brought his bride, who had previously divorced one husband, to Atlanta to live. Within a few weeks thereafter Crawford became ill and died. His bride got the estate under the will.

The Crawford family has since instituted a contest of the will, alleging undue influence. The litigation has been in the courts ever since. The charge that Mrs. Crawford had been seduced by the heirs-at-law and that the estate had been made several times, but has never been sustained.

GUEST DIES IN HOTEL FIRE.

Men and Women Jump From Windows at Berlin, Md.

BERLIN, Md., Sept. 14.—The Park, one of the best known hotels on the Eastern shore, was destroyed by fire early this morning, causing the death of Theodore M. Palmatory, a guest. Arthur L. Godfrey, the hotel clerk, and John Bendage, a fireman, were seriously injured.

Thomas T. Savage, the proprietor, his wife and daughter and several of the guests escaped in their night clothes by leaping from the second and third story windows. Mr. Palmatory was a partner in the hotel and had lived in the hotel for thirty years.

The money loss is \$12,000.

DITATED HER RIVAL'S VOICE.

Mrs. Parry Lured Her Husband to a Park, Then Caused Arrest.

PHILADELPHIA, Sept. 14.—Mrs. Agnes Reed Parry, a landscape artist, who is suing Dr. E. J. Parry on a charge of desertion and non-support, said to-day that she simulated the voice of her rival and made an engagement over the telephone to meet her husband in a park. In an affidavit Mrs. Parry alleges that Miss Rose Rhea of Mount Carmel alienated the affections of Dr. Parry. He and Miss Rhea were married yesterday.

The Parrys were married in the city in 1905. Mrs. Parry says her husband began to neglect her soon after their wedding. She said he brought trunks of Miss Rhea's clothing to the house and who the owner was by opening handbags and recognizing the hats.

ENGINEERS GET NEW RULES ON NEW HAVEN

Officials Say They Recognize Seniority and Will Suit the Employees.

PROVIDE FOR DISCIPLINE
Appeals to General Manager's Committee Are Provided.

NEW RULES FOR ENGINEERS.

Rule 1. The following to be substituted for rule 1 of article 16, engineers' agreement in effect May 14, 1910, and rules 1 and 2, article 17, engineers' agreement in effect June 11, 1910:

(a) Rights of engineers and firemen to preference of runs shall be governed by fitness, ability, previous service and seniority. An engineer or fireman losing his run by reason of it having been discontinued or having been taken by an engineer or fireman his senior or for any reason not brought about by the action of his own shall be entitled if competent to any run on the same division held by an engineer or fireman his junior in seniority.

(b) No engineer who has had less than one year's road experience as an engineer shall be allowed to run local passenger trains and no engineer who has had less than two years' road experience as an engineer shall be allowed to run express passenger trains. No engineer will be allowed to run either local or through passenger trains until his competency is ascertained by the road foreman of engines. No engineer shall be employed unless accompanied by the road foreman of engines or other competent employee until his competency is determined and certified to.

(c) Fireman must be competent. (c) Spare passenger engineers will not be permitted to run express passenger trains unless they have served a satisfactory probationary period as fireman or engineer in freight or local passenger service over a reasonable portion of the territory covered by the runs unless accompanied by the road foreman of engines or other competent employee until his competency is determined and certified to.

(d) No fireman will be eligible for assignment or advancement to through passenger service until his competency is established.

(e) List of spare passenger engineers will be composed of men taken from road service.

Rule 2. Applicants for promotion to the position of engineer will be required to pass a physical examination, examination on vision, color sense and hearing, train rules, special instructions, location and meaning of signals, physical characteristics of the road, air brake operation, mechanical knowledge and other efficiency tests as may be prescribed from time to time by proper authority and furnished with certificate of competency certified to by the road foreman of engines and other competent mechanic and approved by the superintendent.

Rule 3. Engineers will be required to make proper inspection of their engines and report of defects found.

Rule 4. Engineers shall be reexamined as often as is thought necessary by the operating official under whose jurisdiction they are employed.

Rule 5. Examination of engineers for vision, color sense and hearing will be made with such reading cards, worsted and lanterns as may be prescribed or by field test with such flags, lights and semaphore signals as are in use on the system and under the same circumstances as required in the actual operation of the road.

Rule 6 on Discipline.

Rule 6. "Discipline." The division superintendent will be responsible for the enforcement of the rules and maintenance of proper discipline on his division. The decision of the superintendent in all matters of discipline shall be final unless an appeal is made as prescribed.

Any appeal from the decision of the division superintendent as to discipline rates of pay or working conditions must be made in writing to the superintendent within thirty days of the date of notice to the employee to book his appeal.

Any appeal from the decision of the division superintendent as to dismissal will not be entertained until after a joint statement containing all facts from the division superintendent and the employee representing the aggrieved employee has been made to the general manager, who will, if the facts justify, authorize an appeal.

This appeal will be heard by a committee appointed by the general manager, at which time both sides will be represented and the decision of this board or a majority of it will be final.

Men's Rights Safeguarded.

Discipline will not be imposed by the division superintendent until after full and complete investigation, which shall be conducted promptly by the proper authority, and every effort must be made to ascertain all of the facts and all witnesses who have knowledge of the accident or occurrence will be heard.

Employees will be given every opportunity to defend themselves against charges and will not be disciplined except by proper authority and shall have the right to be represented by another employee or a committee of employees, who shall be allowed to appear and speak for them if they desire.

SWATTED FLIES ALL NIGHT.

Swarm Settled on a River Boat on a Hot Night.

CONNEAUT, Ohio, Sept. 14.—Millions of flies swarmed down upon the steamer John B. Corlies as she was passing through the Detroit River and the captain and crew were almost exhausted battling with the invaders when they left the ship at sunrise.

"We had just passed Detroit," said the captain, "when the wheelman noticed a dense black cloud approaching. When it reached the ship it was found to be a swarm of flies, millions of them. They clung to the steamer until the vessel was covered with them an inch thick. They stayed on the boat until sunrise, when they suddenly swept up into the air and headed for Canada."

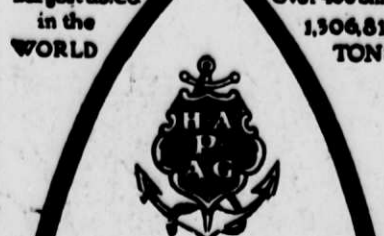
The captain and the crew spent the whole night swatting the flies and though they killed thousands of them they seemed to make little impression on the host.

Cardinal Farley Seeks Health.

Cardinal Farley, who returned a short time ago from his summer home at West End, N. J., has suffered an attack of rheumatism and has gone to Mount Clemens, Mich., for two weeks to try to get rid of the malady. He is accompanied by the chancellor of the diocese, Mr. Patrick J. Hayes.

HAMBURG-AMERICAN

Largest S.S. Co. in the World. Over 400 Ships. 1,506,819 TONS.



NEXT SAILINGS

S. S. IMPERATOR

World's Largest Ship

SEPT. 20, 12 NOON

OCT. 11, 3 P. M.

NOV. 1, 11 A. M.

Enabling passengers to arrive in LONDON and PARIS on sixth and in HAMBURG on seventh day.

Books now open for season.

LONDON, PARIS, HAMBURG

Imperator, Sept. 20, 12 noon

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